

Important Gravity Railroad information discovered by Buberniak

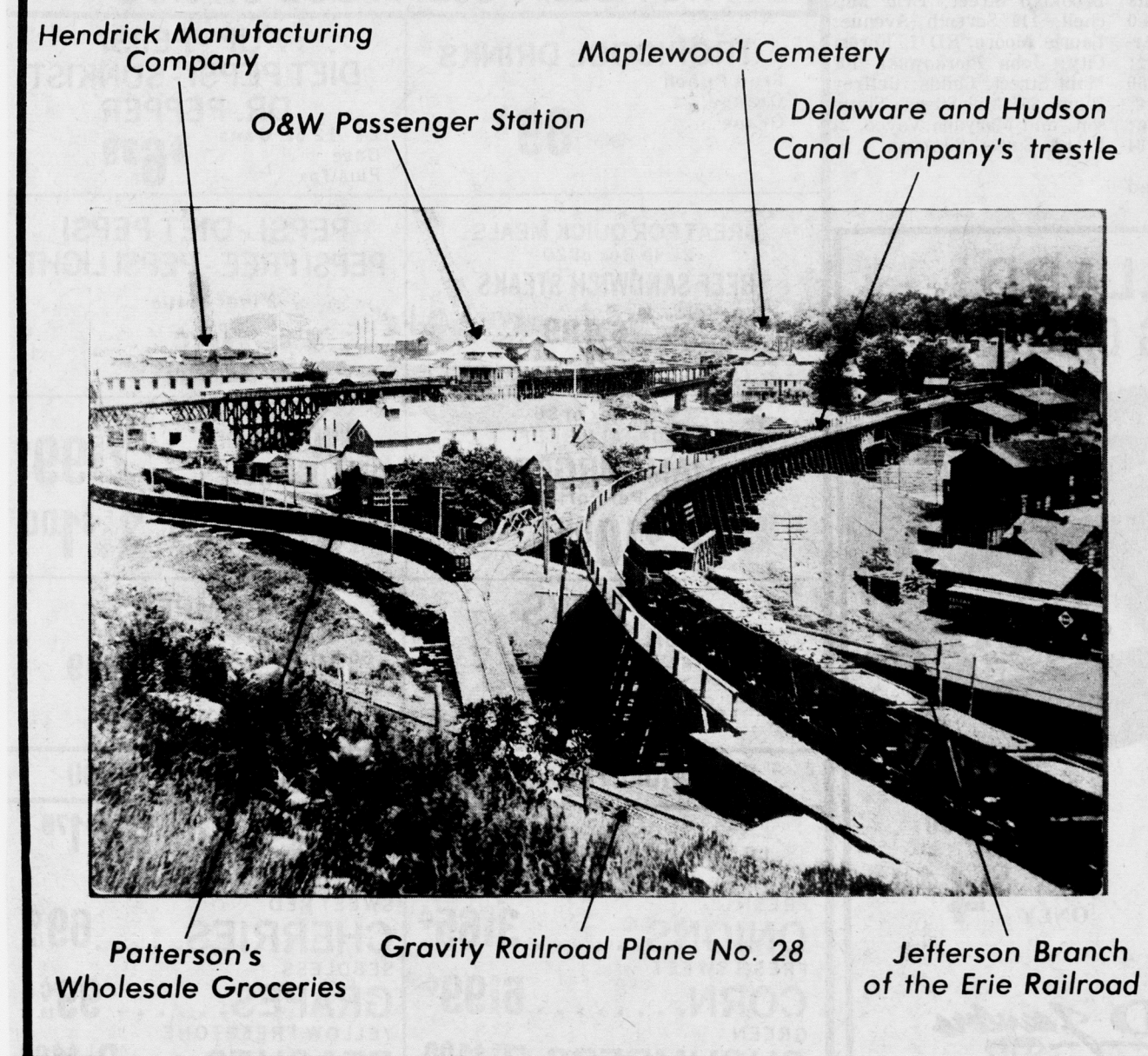
By S. ROBERT POWELL the Gravity Railroad from Carbondale to Honesdale. Many of the published accounts, however, do record the year: 1877. John V. Buberniak, a student at Carbondale Area High School and one of the leading authorities on the

Delaware and Hudson Canal Company's Gravity Railroad, April 7, 1877 issue of "The Carbondale Leader," Buberniak discovered the following paragraph: "A passenger train is henceforth to be run over the gravity road between Carbondale and Honesdale. The

running of trains commenced on Thursday morning of this week. Two trains will be run daily. The first one leaves Carbondale at 8:15 a.m. and the second at 3:15 p.m. Leave Honesdale at 7:30 a.m. and 2:45 p.m. The fare will be eighty cents. This enterprise renders communications between the two places much more pleasant and quick than it has formerly been, and will be taken advantage of by the travelling public. The trip will be a very pleasant one during the summer. We understand that this was brought about mainly by the influence of Honesdale people. The stage will undoubtedly have to be withdrawn in the course of time and the mail carried over the gravity road."

page three of "The Carbondale Leader" that was published on the following Saturday, April 14, 1877, the young historian discovered an additional paragraph of information about the new passenger trains between Carbondale and Honesdale. It reads: "The new passenger trains on the gravity road have now been running over a week and have been well patronized. The trip is very exciting and interesting to those who have never been over such a route. The ride over the mountain from Carbondale to Waymart is enjoyable in its way, while that from Waymart to Honesdale is easier and very much pleasanter. The rugged scenery on this side of the mountain adds to the novelty of the trip; and when the tourist reaches the summit and beholds the broad stretch of country before, behind, and around him he is filled with wonderment. The descent on the other side of the mountain is made in quick time. Perhaps the most interesting part of this route is from Waymart to Carbondale, Shepherd's Crook being the point of greatest interest on the entire route. The fare for the round trip is fixed at \$1.60. If it were less we think the company would make more money, for there would certainly be more passengers both ways. As it is, the fare for the round trip is \$1.40 less than by the stage line, and, being such, since the trains commenced to run the stage line has been nearly deserted. Travelling agents prefer the slow and tedious stage line, and would probably prefer it

if the price was the same as by the stage. The trip is made a good deal quicker, is ever so much pleasanter, and does not tire the traveller one-fifth as much as does the ride in the jolting stage. The new arrangement may be said to have ruined the business of the stage line. It has also hurt the livery business both here and at Honesdale to a considerable extent. But the travelling public seems to be satisfied with it; and as the trains were put on for the accommodation of the travelling public it does not care if they have injured liveries and stages. William Rosser runs the train from Carbondale to Honesdale and return, and Samuel Penwarden runs the one from Honesdale to Carbondale and return."



VIEW OF CARBONDALE in the 1890s.

Photo courtesy M. W. Wheeler, 78 Lincoln Avenue, Carbondale.